



AIRPORT TOPICS

Message from the Division Manager

We're back...

I am happy to present the revitalized *AirportTopics*. Thanks to my staff who helped put it together.

As I made my way around the Region these past two years, you've made it clear that this form of communication was missed.

This newsletter is an important symbol of our commitment to customer service. We will continue to support customer outreach opportunities such as the stakeholder meetings held in Flagstaff, Sacramento, and Reno over the past year. We will also continue to support aviation conferences held throughout the region and are working hard to plan our 2nd Annual Airports Conference to be held in May 2006.

Speaking of customer service, I want to give a special



Mark McClardy, Manager, Airports Division

thanks to Andy Richards, Manager of the San Francisco Airports District Office, and his Regional Customer Service Team for developing a customer service action plan that this region will use to improve our responsiveness and service delivery.

In addition to implementing this action plan, I have established a stakeholder work team tasked with identifying common sense solutions

to challenges specific to sponsors within the State of Arizona. Team members include Gary Mascaro, AzAA, Barkley Dick (ADOT), Mike Klein (ADOT), Jim Harris (ACC), Mike Agaibi (FAA) and myself. The team is currently developing a Best Practices Guide that will communicate how all stakeholders will work together on common issues sponsors face in Arizona. We expect to complete this guide in Spring 2006. I also plan to solicit support for establishing similar work groups in the States of California and Nevada.

We have also begun development of both internal and external guidance intended to reflect how national policies will be applied in this Region. It is very important for us to get your feedback whenever we send out draft policy be-

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2006 Western-Pacific Region Airports Conference

Mark your calendars! Western-Pacific Region is holding the 2nd Annual Airports Conference on May 23-25, 2006.

We were so pleased with the outcome of last year's event, which included guests from the local and international aviation communities. Our conference included an awards ceremony where we recognized Williams Gate-

way Airport and Buchanan Field with the Airport Safety Award. We also recognized Carlos Salas, Executive Director for the Commonwealth Ports Authority, with the Herman C. Bliss Airports Partnership Award. In addition, we honored Herman C. Bliss for his 27 years of leadership in the Airports



Burt Rutan speaking at AWP's 1st Annual Airports Conference

program.

We are working hard to deliver a more informative entertaining and award filled conference in 2006.

Planning is well underway and the location for the conference is set.

This year's conference will be held at the LAX Hilton in Los Angeles, CA. We anticipate sending out a final agenda in

January 2006.

If you would like additional information you may go on our website at www.faa.gov/arp/awp or contact Ms. Jasmine Evians, Management Assistant, Safety and Standards Branch at (310) 725-3607 or via e-mail at: Jasmine.Evians@faa.gov.

- Mark McClardy,
Division Manager

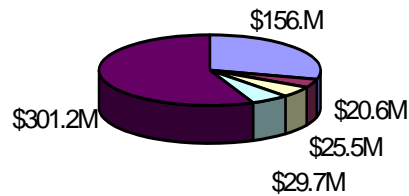
Fiscal Year 2005 AIP Grants

We had another successful year. Airport Improvement Program (AIP) funds were appropriated at the authorized level of \$3.5 billion. From this appropriation, the Western-Pacific Region awarded 278 new grants totaling \$555.7M of federal funds.

This past year, the emphasis was on promoting grants based-on-bid. An amount of \$54.9M recovered from closed projects was used to fund higher costs of based on bids projects, and new projects. The chart shows the net grant activities by type of airport for each state in our region.

Sam Iskander,
Programming Specialist

Airport Improvement Program Funds



Passenger Entitlements \$156M	Cargo Entitlements \$20.6M
Non-Primary Entitlements \$25.5M	State Apportionment \$29.7M
Discretionary Funds \$301.2M	

Net Grant Activities

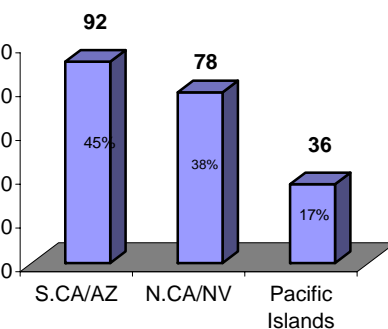
Types of Airports	Arizona		California		Nevada		Hawaii		*Pacific Islands	
	Grants	Amount (million)	Grants	Amount (million)	Grants	Amount (million)	Grants	Amount (million)	Grants	Amount (million)
Primary	11	\$40.4	43	\$235.5	11	\$53.0	19	\$47.1	15	\$36.0
Commercial	4	\$2.7	3	\$2.7	0	\$0.0	3	\$2.8	1	\$0.6
Reliever	9	\$15.5	22	\$20.2	1	\$0.1	2	\$5.8	0	\$0.0
General	39	\$21.6	62	\$31.5	14	\$9.1	4	\$3.1	11	\$26.6
System Planning	1	\$0.5	2	\$0.7	1	\$0.2	0	\$0.0	0	\$0.0
Total	64	\$80.7	132	\$290.6	27	\$62.4	28	\$58.8	27	\$63.2

* Includes American Samoa, Federated States of Micronesia, Guam, Marshall Islands, Northern Mariana Islands, and Palau.

Team effort works to meet based-on-bids goal

Thanks to each and every one of the airport sponsors who worked hard toward the national goal of issuing 90% of grants based on bids. By the end of FY-05, this region was able to issue 85% of grants based on bids. While we did not achieve the National goal, we made significant progress over previous years. In FY-03 and FY-04 we issued 8% and 34% of grants based on bids, respectively. In the past few years, this goal was difficult to accomplish primarily due to the lack of coordinating and initiating the bidding process early enough in the fiscal year.

For FY-2006, we are commit-



AWP grants based on bids by Regional Office and ADO's.

ted to achieve this goal of issuing most, if not all, grants involving construction and equipment projects based upon competitive bids rather than estimated costs. Coordination efforts should already be underway between program managers and airport sponsors to

make this goal in FY-06.

If you have not done so, contact your local District Office or Standards Section to start the project formulation and initiate the bid process for your anticipated grants. The FAA program manager should be given a complete work schedule that outlines various project phases and accurately identifies all applicable dates and time schedule(s). This will allow you to facilitate better bids and accept a grant offer as soon as possible after the AIP funds become available.

- Sam Iskander,
Programming Specialist



Closeout of Grants 4-Years or Older

The Federal Aviation Administration's (FAA) Program Guidance Letter dated January 14, 2000, established the maximum acceptable duration for an AIP project at 4 years. Adhering to a 4-year project duration ensures federal dollars are spent in an efficient manner.

Our national goal is to close 95% of all grants 4 years or older. For FY-06, AWP must close at least 187 grants to meet the national goal.

Each region is required to report the closeout status of grants 4 years and older monthly to the FAA Headquarters. If you have any grants 4 years or older, we ask you to work with your FAA program manager/engineer to closeout these grants in a timely manner. Please contact your Program Manager with any questions on closeouts.

- Sam Iskander, Programming Specialist

On Airport Leases Get "Fix" for Better Implementation

Over the past several years, the Federal Aviation Administration (FAA) has struggled with the accuracy of on airport no-cost land leases, (between FAA and airport sponsors) for the following reasons:

- Leases have inaccurate legal descriptions.
- Leases expire without being renewed.
- Leases remain in effect when facilities have been removed.
- New leases have not been initiated when new facilities are built.

These issues were not considered significant until late 1999, when the Office

of the Inspector General conducted an audit of the agency, and determined that the financial records were not supported by the lease documents on file. To rectify the problem, a Memorandum of Agreement (MOA) was developed, to replace all individual no-cost land leases on airports, including the Master Ground Lease (MGL), which previously was the standard lease document. The MOA was developed through coordinated efforts of the Logistics Division's Real Estate Branch and the General Counsel's Office. Today, it is considered the standard

document to be used nationwide for no-cost land leases on airports. Some distinctions of this MOA are:

- The format has eliminated legal descriptions, but contains most of the same language as the MGL.
- It only applies to no-cost leases for navigational, communication and weather aids.
- It now references the Airport Layout Plan (ALP) to identify where FAA equipment is located.
- It dramatically reduces the administrative time required to maintain on-airport leases, by referencing the ALP.

The Northwest Mountain Region currently has approximately 30 airports under the new format. Salt Lake City International Airport was the first to be converted a couple of years ago, and reports that the ease of the process is working well. Within the next few years, we will be coordinating the institution of this MOA with all airports in this region. We expect that over the next 5 years, all airports nationwide should be converted to the MOA.

- Submitted by Betsy Tiediman,
Manager, Property Management
Branch

Payments on Inactive Grants

The AIP program has drawn criticism from auditors that a significant amount of AIP funds under grant are idle while critical projects go unfunded. One measurement that a project is progressing acceptably is the regularity of grant payments.

Each AIP grantee should submit payment requests or initiate a draw down for reimbursement of costs throughout the life of the project. A grant is considered inactive whenever payment activity exceeds 18 months. Inactive grants are subject to unilateral closeouts to achieve national performance goals.

Typically, payments should be established on a monthly or quarterly basis.

Currently, AWP has 182 grants at risk of becoming inactive during the fiscal year.

To be reimbursed for work completed, submit an "Outlay Report and Request for Reimbursement (SF-271)" or process a drawdown against the Electronic Clearing House Operations (ECHO) system (SF-272).

Payments must not exceed the cost of the airport development work completed on the project. Regular grant

payment activity will preclude prematurely closeout of grants due to financial inactivity.

- Sam Iskander,
Programming Specialist



Meet Steve: AWP's New Airport Certification Inspector

We would like to take this opportunity to introduce Mr. Steven Oetzell (pronounced "etzel"), the new Airport Certification Safety Inspector for the Western-Pacific Region.

Steve has an extensive background in aviation. He is originally from Evanston, IL but relocated to Southern California in 1960 to work in aerospace. He attended California State University, Northridge, earned his private pilot certificate and began working towards a career in aviation. After finishing his Bachelor of Arts Degree in Liberal Studies in 1977, he began flight instruction at Van Nuys airport and later went on to fly for various commuter airlines in California and the southwest.

Later, Steve accepted a job offer to fly for PEOPLExpress Airlines (later purchased by Continental). After flying as a First Officer in the Boeing 747 and the Boeing 737, Steve upgraded to Captain on the Boeing 737. Steve's flying career ended when a medical condition necessitated an early retirement in 2001. Since then, he has performed



Steve Oetzell posing for the camera while next to an automobile labeled, "EASEL"...

simulator instruction for Flight Safety/Boeing in the Boeing 717 and worked 2 1/2 years at the Los Angeles World Airports, Airfield Operations Division at LAX.

Steve currently lives in Redondo Beach, CA with his wife and two daughters. In his spare time, he enjoys church functions, surfing at the local beaches and working on his restored 1965 Ford Mustang convertible.

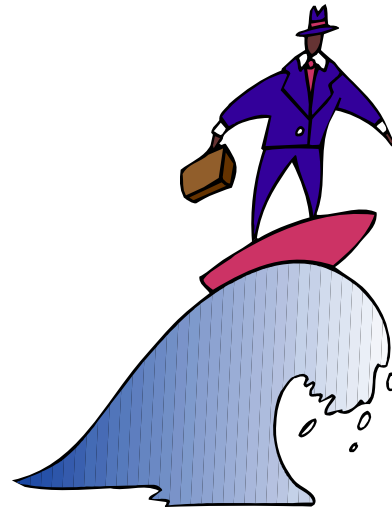
Some of Steve's responsibilities will include the inspection of Part 139 Certificated Airports, review of Airport Certification Manuals and other safety related issues to ensure compliance with 14 CFR Part 139

requirements.

Steve will also support the Office of Runway Safety with guidance on standard airport signage and markings, as well as coordinate necessary safety improvement recommendations between Runways Safety, the airports and Airports Division.

Steve works in the regional office .

*George Aiken, Safety and Standards
Branch Manager*



What is 14 CFR Part 139?

What exactly is 14 CFR Part 139? Code 14 of Federal Regulations Part 139 prescribes rules governing certification and operation of airports that serve any scheduled air carrier operations in aircraft designed for more than 9 passenger seats and any unscheduled air carrier operations in aircraft designed for at least 31 passenger seats*. Federal Aviation Regulation Part 139 also applies to those portions of a joint-use or shared-use airport within the authority of a person serving passen



ger-carrying operations. FAR Part 139 does not apply to airports where air carrier passenger operations are conducted only by reason of the airport being designated as an alternate airport. *Requirements of New 14 CFR part 139 Rule became effective on June 9, 2004.
Airport Operating Certificate

A certificate holder is an airport owner/operator that meets the requirements of Title 49 USC, Subtitle VII – Aviation Program and the rules, regulations, and standards prescribed therein. The airport is authorized to operate as a certificated airport in accordance with and subject to the statute, including 14 CFR Part 139, any terms, conditions or limitations prescribed in the Airport Operating Certificate (AOC), and the Airport Certification Manual.

-William Long, Airports Safety Inspector

14 CFR Part 139 Inspections

The basic phases of a Part 139 inspection begins with a pre-inspection review of airport files and the Airport Certification Manual; this is conducted by the assigned inspector in the FAA safety office.

Upon arrival to the subject airport, the inspector will conduct a briefing with airport management to organize the inspection schedule and meet with other airport personnel. This concludes the initial phases of the inspection.

All other phases are characterized by three general areas of concern: Administrative Records & Training; Operations and Maintenance; and Planning & Development.

Phase 1: A review of the administrative records is usually conducted early in the inspection process. Inspectors will review the Airport Master Record (5010), airfield self-inspection files, NOTAM documentation, & training paperwork.

Phase 2: A movement area and airfield inspection is conducted to check the approach slopes of each runway end and inspect all movement areas (runways, taxiways) to assess conditions of pavement, marking, lighting, signs, abutting shoulders and safety areas. Observations of ground vehicle operations are made and airport access is checked to ensure the public is protected against inadvertent entry and jet or propeller

blast. An inspection to determine the presence of any wildlife and examination of the traffic and wind direction indicators completes the first part of the inspection.

Several of these above checks will be repeated during night observations to determine compliance with regulations and standards.

Phase 3: Aircraft rescue and fire fighting inspection is conducted and includes a timed response drill, review of the ARFF training program and personnel training records to include annual live-fire drills and documentation of basic emergency medical care training. ARFF equipment, agents and protective clothing are examined for type, operation, condition and availability.

Phase 4: A fueling facilities inspection is conducted and encompasses storage facilities and mobile fuelers. Documentation of quarterly mobile fueler and fuel storage facility inspections is reviewed, as is certification from each fueling agent confirming completion of fire safety training.

Phase 5: A night inspection is conducted to evaluate runway/taxiway, apron lighting, signage, pavement marking, airport beacon, wind cone lighting, obstruction lighting, and NAVAID operation for compliance with 14 CFR part 139. An inspection at night is normally conducted if air carrier operations are conducted or expected to be conducted at an airport at night, or if the airport has an instrument approach.



Contact your Airport Safety Team

Western-Pacific Region Airports Division Airport Certification/Safety Inspector

Los Angeles, CA:

George Aiken, Manager, Safety & Standards
(310) 725-3620

Bill Critchfield, AAE, Lead ACSI
(310) 725-3622

William P. Long, ACSI, Regional Office
(310) 725-3635

Elizabeth Louie, ACSI, Regional Office
(310) 725-3636

Steve Oeztell, ACSI Trainee, Regional Office
(310) 725-3611



San Francisco, CA:

Gretchen Catron, ACSI, SFO-ADO
(650) 876-2778

Racior Cavole, ACSI, SFO-ADO
(650) 876-2778

Honolulu, HI:

Mack Humphery, ACSI, HNL-ADO
(808) 541-1243

Phase 6: The on-site inspection concludes with a post inspection briefing with airport management. Inspection findings are discussed and correction dates are agreed upon. A review of safety recommendations and planning for safety related airport capital improvements is presented and discussed as well.

The Final Phase: Post inspection of paperwork and review and recording of the airport's compliance history, is accomplished upon the inspector's return to the office.

-William Long,
Airport Safety Inspector



Flight Check

The FAA is now requiring that all existing visual glideslope indicators (VGSI), i.e. visual approach slope indicator (VASI), precision approach path indicator (PAPI), pulsating light approach slope indicator (PLASI); that are installed on a runway that is supported by an instrument approach (circling or straight-in) be flight checked by the FAA. For any new VGSI's, the system should not be turned on for use until a successful flight check has been performed by the FAA.

To support this flight check, the FAA has developed a form that is to be completed by the airport sponsor and submitted to the FAA Flight Check Office. Please complete this



form for all airport owners VGSI systems that are installed on runways at your airport that are supported by an instrument approach. For VGSI systems that the FAA owned, the FAA will submit the required data to the FAA Flight Check Office. You can submit the form to the FAA via email at 9-AMC-AVN-AVN210-DATA@FAA.GOV or by FAX at (405) 954-3164. If you have any questions pertaining to the flight check of a VGSI, you can contact the FAA Flight Check Office at (405) 954-5698/5878/7937/5930.

Please note that to perform the flight check, the FAA will need the

elevation of the runway centerline at the runway reference point to the nearest tenth of a foot (Ex. 750.2). Elevations are to be submitted in NAVD88 vertical datum. The runway reference point is where the visual glide slope intercepts the runway centerline. In addition, the coordinates for both ends of the runway and all displaced thresholds are required and should be submitted in NAD/83 horizontal datum. The data on record at flight check can be viewed at: <http://avnwww.jccbi.gov/datasheet/> (a data form is included in this issue of *AirportTopics* for your convenience).

- Charles McCormick,
Program Manager

The Certification Inspector's Role in Public Protection at Part 139 Airports

In a manner authorized by the Administrator, each certificate holder must provide safeguards to prevent inadvertent entry to the movement area by unauthorized persons or vehicles.

Fencing that meets the requirements of applicable FAA and Transportation Security Administration regulations in areas subject to these regulations is acceptable for meeting requirements. A

A Safety Inspector's role is to ensure the airport's fencing and gates are adequate. Inspectors investigate any Vehicle/Pedestrian Deviations on the airfield through FAA Form 8020-25s and the Runway Safety Program Office. Safety



Inspectors also provide recommendations and coordinate activities with the Runway Safety Program Office to prevent or correct any unsafe conditions.

-William Long,
Airport Safety Inspector

Message from Division Manager

(continued from pg. 1)

cause we want to make sure our final policy does not have a negative impact on your ability to run your airport. I believe that once developed, our customers will find more consistent application of policy from the FAA. To date, we have sent out draft policy an Airport Layout Plan (ALP) Checklist and on Releasing Federally Obligated Land. We have received many good comments on these two draft policies and are making revisions. Within the next week or two, I expect to send out a two-page draft policy on Extraordinary Circumstances as it relates to a Categorical Exclusion (CatEx) determination. For those of you who are familiar with the previous CatEx Checklist that my staff was using, this document will be more streamlined.

We look forward to working with you and are committed to making the Western Pacific Region a model region within the FAA. Thanks for your support!

Mark McClardy,
Division Manager

FY-05 Highlights from the San Francisco ADO

The San Francisco ADO would like to review our substantial accomplishments for 2005. With the cooperation of our Sponsors, the San Francisco ADO was able to achieve all our programming goals in fiscal year 2005. We were successful in programming 107 grants for Northern California and Nevada. Breaking down the funding, it comes to \$115.5M for Northern California and \$62.4M for Nevada. Even with the higher material costs that the region experienced in FY2005, we were able to program 90% of our anticipated construction or equipment grants based on bids. We implemented contingency plans to ensure adequate funding for grants based on bids and were able to accommodate all reasonable high bids to the satisfac-



tion of our Sponsors. In addition, we closed 97% of our targeted 4 years-old grants and reactivated 100% of our open grants that were inactive for over 18 months. We are especially proud of our accomplishment in completing the Runway Safety Area (RSA) determinations for all 42 of our PART 139 runways. This effort also required the formulation of a Financial Plan to identify funding to bring all our PART 139 runways up to RSA standards, where practicable, by 2012. In addition to our AIP programming efforts, our staff processed over 150 Categorical Exclusions, reviewed over 60 ALP's, and nearly 55 Master Plans. We continue to strive to reduce response times to our customers in all areas of planning and environ-

mental work.

The ADO would like to thank the Association of California Airports for allowing us to participate in the Fall Conference in Lake Tahoe. The conference enabled us to hold over 50 FAA/sponsor meetings on pertinent issues at their airports, provide a briefing on FAA policy guidance, and further communications between the FAA and our customers.

- Andy Richards, Manager,
San Francisco Airports District Office

Southern California Section's Airport Capital Improvement Program Efforts are Underway

A letter dated December 8, 2005, was mailed to all airports in the National Plan of Integrated Airport Systems (NPIAS) within Southern California. This letter requested that these airports submit their 5 year Airport Capital Improvement Plan (ACIP) for fiscal years 2007-2011, no later than February 27, 2006. The FAA uses the ACIP to identify and prioritize airport capital improvement needs, and to plan the distribution of Airport Improvement Program (AIP) funds. We request that you complete a separate ACIP form for each fiscal year. If you need an electronic copy of the ACIP form, please contact your FAA Program Manager.

Projects listed in the ACIP should be consistent with reasonable forecasts of aviation demand and the latest Airport Master Plan. FAA has a na-



tional goal to base 90% of all AIP grant offers on bids. If you do not have the ability to "front" project design costs to facilitate a grant based-on-bids, we encourage design-only grants. Under these circumstances, please develop your ACIP accordingly (i.e. identify design only in FY 2007 and construction in FY 2008).

We are planning to send out a follow up letter in the next few weeks with a schedule of meeting times during the week of January 23, 2006. The purpose of these meetings is for airports to meet with their FAA Program Manager to review their draft ACIP before the final ACIP is submitted. We anticipate the meetings to last approximately 1-2 hours.

- Charles McCormick, Southern California
Program Manager

Arizona Standards Section Pounds the Pavement in FY-05

In FY05, the Arizona Standards Section conducted various meetings with Arizona customers. The intent of the meetings was to address issues of concern and explore ways to meet our mutual goals. Several meetings took place in cooperation with the State Aeronautic Division, the Arizona Airports Association (AzAA) and the FAA, during the course of the year; representatives from AzAA (both airport management and consultants), ADOT staff and FAA participated.

An outcome of the meeting is the development of a "Best Practices" guide. In addition to capturing best practices, the guide will clarify roles and responsibilities. Each party will contribute to the writing of the document. A draft is expected to be available for review by the end of January 2006. Implementation of the Best Practices is expected to provide for a seamless process for administering the Airport Improvement Program and achieving the goals of all parties.

- Mike Agaibi, Supervisor,
Arizona Standards Section

Highlights from the Honolulu Airports District Office for FY-05

The Honolulu ADO (HNL-ADO) had the privilege of hosting Woodie Woodward, now former Associate Administrator for Airports, for a day in January 2005 in conjunction with the American Association of Airport Executive's annual conference. We were delighted to show her the "Aloha Spirit" and brief her on the triumphs and challenges of administering airports programs in the Pacific.

April 2005 brought the annual Pacific Aviation Direc-

tors' Workshop to Honolulu, Hawaii. The HNL-ADO, FAA Executive Resource Staff, and State of Hawaii co-sponsored the annual event in Honolulu, Hawaii. The theme "Enhancing Partnerships Through Aviation Safety and Infrastructure Development" attracted over 100 participants from the Pacific.

The Commonwealth Ports Authority and Executive Director Mr. Carlos Salas, were

honored in June 2005 for being the first recipient of the Herman C. Bliss Airport Partnership Award at the 1st annual Western-Pacific Region Airports Conference. The award is given to airport sponsors who have demonstrated a commitment in partnering with FAA to improve and enhance aviation safety.

In FY-05, the HNL-ADO and FAA Executive Resource Staff also assisted the Feder-

ated States of Micronesia and Republic of Palau with Airport Emergency Operations Training at Yap and Palau International airports. The airports demonstrated their ability with full-scale emergency disaster exercise drills.

The HNL-ADO looks forward to working with all the airport sponsors in 2006 for the continued improvement of airports throughout the Pacific.

*-Gordon Wong, Honolulu-ADO
Programming Specialist*



Two new members to our family

The Honolulu ADO's team continues to grow with the addition of two new employees. We would like to take this opportunity to introduce Mrs. Carissa Unpingco and Mr. Peter Chung.

Meet Carissa Unpingco

Mrs. Carissa Unpingco is the new Project Manager for the Honolulu Airports District Office (HNL ADO), Western-Pacific Region.

Carissa holds a Bachelor of Arts degree in Elementary Education from the University of Guam that she earned in 2000. She taught kindergarten and first grade on Guam for 2 years before deciding to return to school to continue working towards her engineering degree at the University of Hawaii. In the summer of 2003, Carissa began working as an intern for the HNL ADO. She earned a Bachelor of Science in Electrical Engineering in 2004.

Carissa currently lives in Kapolei, Hawaii, with her husband and three children. When not working, she is either camping with her family or doing improvements on her new home.

Carissa's responsibilities will include project management of airport development projects in the Northern Mariana Islands. As a developmental engineer, she will be assisting engineers in project management, gaining familiarization with federal contracts, procurement, reviewing technical specifications, and attending FAA technical training courses at the FAA Training Academy.



Meet Peter Chung

We would like to take this opportunity to introduce Mr. Peter Chung, the new co-op student intern for the HNL-ADO, Western-Pacific Region.

Peter was born and raised in Hawaii. He is currently pursuing his Bachelor of Science degree in Mechanical Engineering at Kettering University (formerly named GGMI), located in Flint, Michigan. Due to the school's unique co-op oriented schedule, he works full-time for the HNL-ADO Airport's District Office earning college credit. He will continue to do so for the remainder of his fall term.

Peter currently lives in

Waipahu, Hawaii, and plans to live there after he graduates. During his spare time, he enjoys playing piano, jogging, and long walks on the beach.

Peter's current responsibilities include assisting engineers in preparing Airport Master Records, gaining familiarity with the review procedures for Airport Layout Plans, construction plans and specifications, gathering technical information to address public and sponsor inquiries, and processing airspace cases. He also attends airport meetings for familiarization with airfield operations and with the roles of the other FAA lines of business.

*-Ron V. Simpson, Manager,
Honolulu Airports District Office*



Federal Aviation Administration

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We're on the web:
www.faa.gov/arp/awp

A Special Note from the Editor...

Dear Reader,

Greetings! As the new Editor for *Airport-Topics*, I would like to introduce myself and invite you to take a moment to read through our very first revitalized publication. I'm sure you'll be very pleased with our efforts. I also realize that it has been 2 years since our last newsletter... but we are back on track!

We promise to revitalize this quarterly publication by providing you, the reader, with informative articles that will help you in your day to day work.

If you have a topic of interest that you would like to see published, please contact me at Sandra.Valdivia@faa.gov. We will ensure to meet your expectations and needs.

Best regards,
Sandra Valdivia

Contact the Field Offices!

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Southern California and Arizona Standards Section

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